## RAILROADS OF NEW YORK.

WITERESTING REPORT OF THE STATE ENGINEER.

STATE EXGINER AND SURVEYOR'S OFFICE, ALEANY, Jun. 23, 1855.

Within a few years past the railway interest has beme one of the most important in this country, not by on account of the large pecuniary investments nich have been made therein, but also on account of the effect which its development has had in increasing the value and changing the relations of property, trade, commerce, and in modifying the social conditions of our

which have been called into existence by the wast and sapid expansion of the railway system, have required ditional legal enactments, from time to time; but the me supervision and restraints of law which are conessary to guard and protect other public in

the mail service are now performed by railroads, while at the same time the advantages which they afford for and of others in part, have rendered them one of the struction and management all of the advantages to which the public are entitled by the surrender of a por-

The railroad corporations, in which there is a larger ent than in the banks, over which the law exerises supervision, are permitted to control an immense mount of capital and interests of the greatest magni-nde, with no other check than is afforded by an annual rade, with no other check than is anoved by an annual ratement of their affairs, notoriously incorrect, and in many cases made so systematically, for the purpose of someosling from the stockholders and the public viola-ions of law and want of fitelity to their trusts. The present appears to be the most fitting time to in-restigate the errors of the past, and to suggest remedies gainst their recurrence, for in the general depreciation of this meterest, and in the doubt which now exists in some minimal to recognite to their ancess, admonstrations and

one surjects which to not strictly belong to my profession.
One of the best guaranties for the faithful performance
of duty that can be given to the public and the stock
bolders by railroat managers, is to render, at frequent
intervals, full and accurate statements of the results of
the operations of the works, and of the manner in which
those officers have discharged their trusts.

It is not difficult to demonstrate that the publication
of such ample statements, in the long run, does not ininterests of any corporation, and that it is the
nest certain security against malversation in the admisistration of its affairs.

Under the General Railroad act of 1850, each of these
corporations is required to make an annual report to the

Under the General Railroad act of 1850, each of these experations is required to make an annual report to the att Engineer and Surveyor in the form prescribed, towing its financial condition and cost, its length, and her characteristics; the business done during the year, at the expense thereo; a statement of the receipts and syments, and a list of the accidents which have corred involving injury to life or limb; and the officer is equired to arrange the information thus furnished, and about it, together with the reports, to the Legisture. It was evidently the intention of the Legislature, in re-

was evidently the intention of the Legislature, in register these reports to be submitted to the State Engithat he should give them such examination as denable him not only to determine whether they seen made in conformity with law, but also to further Legislature with such deductions therefrom as as enabled to make from his more intimate and promal acquaintance with the subject the evident and mown inaccuracies which trees reports from the advorporations contain, and in submitting that reports, I take this opportunity to express my ction, derived from an examination of them, of which have been heretofore submitted, of the reof railroads in other States, and from my own exace, that no reliance whatever can be placed upon cereal conclusions as to the cost or profit of railtransportation as exhibited by these reports, while of them contain errors which cannot be attributed to carelessness.

ien to careieseness.

In the fellowing pages I shall have occasion to point at some of these errors.

While the State has thus left this class of corporations

shock.

Much discussion has been had on the classification of uspenditures between the accounts for operating and enstructing railroads, and it has been questioned wheher current expenses contain a sufficient allowance for he renewal of the depreciation of the works.

The establishment of every new line of road will contain to develope new sources of business from year to sear for a considerable period after it has been opened, which will require an increased outlay for additional dide tracks, depot buildings, and equipment.

The cost of these items is a legitimate charge against construction.

It has also been found that an annual expenditure is

required to:
spened, for the purpose of research,
estings, embankments and drains, and of persearch,
the works.

Until the cuts have been made, the embankments
built and the water-ways opened for some considerable
period; the necessary slopes and dimensions cannot is
all eases be determined, and hence during their construction they are usually made of the least dimensions, and
must subsequently be enlarged, modified and protected,
as many places.

It has been questioned whether the expense of these

It has been questioned whether the expense of these terms is a proper charge to construction or to the cost of operating.

It would be observed that the items of cost above mentioned have been spoken of as arising from incomplete construction, and as of annual occurrence for only a limited period, say for three or four years, and that they differ materially from expenses which are for nearly similar objects, but which are dependent upon the use of the works, or which arise from the natural desay, and also from those which are of annual occurrence without limit as to time.

The latter are all evidently charges which belong to the cost of operating, while the former may with strict propriety be charged as capital, and in estimating the cost of roairoads, and the anticipated revenue and dividends, both of these classes of items must be provided for.

for.

It may be remarked, in this connection, that these
observes against construction arise mainly because railroads are opened for use before they are properly con-

It may be remarked, in this connection, that these charges against construction arise mainly because rail roads are opened for use before they are properly constructed.

It will be observed, that none of the returns of the railroad corporations of this State comply with the law in stating the amount of depreciation of the works and relling stock. The returns of railroads of Massachusetts in most cases show a small allowance made for depreciation of the iron rails, engines and cars.

It is concluded by many skilful managers that if the works and rolling stock are kept in thorough repair, that they are in as good condition at the end of each year as they were at the end of the proceding year, and therefore that there can be no depreciation.

The difficulty lies in determining the fact whether the repairs have been kept up in this thorough manner.

The expenses for repairs of iron rails, after allowing for the value of the old material, is equal to the cost of an entire renewal once in eight years, for wooden bridges once in ten years, and wooden stations once in thirty years. This deterioration may be represented in another form by stating it as equal to from two to four per cent annually on the whole cost of the road.

An examination of the reports for several years past will show that uo such allowance for depreciation could have been included in the expenses of maintenance of the way and works of our railroads, and as all of our road have kept their construction accounts open, it is not unlikely that a portion of the expenses of depreciation had found it way int this account. An allowance of on per cent per annum on the whole cost of the roads in this State would, in my opinion, be required to mak up the omissions in the reports or the proper allowance for depreciation. [An instance of the casuistry of the arguments sometimes used for the classification of the expenditures between the accounts of construction for the value of a cow killed by a freight train, and the damage done should be charged to that accoun

supressed of the allowance necessary to be made to the appears of railroads under this head.

The superstructure of some of the earlier of the negets railroads was made by placing a this flat bar of ron on longitudinal timbers, which rested on stone locks, protected from displacement by freet by fitting he trenches below them with small broken stone. In ome cases the iron bar was placed on centinuous atone in

changes have even necessary in the construction of their ways and works.

The present state of perfection in the machine renders it probable that new substitution of its important and expensive parts will annually become rare, but yet it may be sa ely assumed that some expenses of this character will continue to accrue, and must be previded for in estimating the cost of our railroads or their value as an investment.

The experience of some of the older railroads for a considerable period proves that the su stitution of the character mentioned have cost a sum equal to from one to two per cent per annum on the original cost of the road.

ernment are:—
First. That of the public at large in the safe construction and management of railroads, and in their adaptation to convenient and economical use for travel and

trade.

Second. That of the stock and bondholders in the faithful application of their investments and the management

of their property.

Much injury has been caused to both of these interests by the defective construction and pre-nature opening of many of our railroads. The most serious accidents, involving the destruction of both life and property, have been caused by opening them for public travel before they have been fully completed or when they have been imperfectly built. The public have no means of ascertaining the condition of these works, and are compelled to jeopard their lives and property upon them without any assurance that their safety has been provided for by secure structures and vehicles, sufficient rules and precautions, and judicious and experienced managers and employes.

Before any road is used by the public it should be subjected in all its parts to the careful examination of some responsible public officer, who should also determine whether proper provisions and regulations had been established to prevent accidents.

Under the second head the same power of supervision and examination by public officers should be given as those which are now extended over other corporations, and authority to compel the publication of full and authentic statements of their condition and operations. The present cepreciation in the railway interest may be chiefly attributed to the diminished rates of fares and the increased expenditures for operating and enlarging the worss.

The charges for transportation bave been reduced to the present low rates from a mistaken opinion that it was necessary to show to the public large receipts, to accomplish which it was necessary to enter into a competition with rival roads and water lines, which was carried to an injurious extent in consequence of the falacious statements of the expenses of transportation which the published reports exhibited.

These reports, by exaggerating the net profits of the business, have prevented the managers, even waen they discovered the error, from increasing their charges to compessating rates by the fear of public opinion and legislative interference.

This reduction is sometimes continued until no profit whatever is realized.

The rival road from which the business is thus diverted, will soon reduce its charges for the purpose of relaiming its business, and feelings of rivairy will thus be engendered, which will continue the competition until the rates become so evidently unremunerative that conventions must be held to terminate the controversy and establish equitable prices and conditions; each company will then only be restored to its original position, with the disadvantage of having, in the meantime, persueded the public that the lowest prices were sufficiently remunerative.

The alternal pressity of showing large receipts still.

wards the corresponding to the argument that it is ever the true interest of the atockholders to increase receipts by carinterest of the atockholders.

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took with distrust upon the management which manatams to alianchous a doctrine.

The returns of the rational corporations show continued large adoition acrow year to the construction account of even our oldest and best built roads. The reported increase of eact during the past year is chiefly in consequence of an extension of the double track, a larger equipment and station facilities for the accommodation of the increased freight traffic.

The increase of the bost of the road on the New York and Eric has been twenty per cent during the last two years, and on the Central It has been more than twenty-live per cent during the same period.

The reported earnings and net earnings of these roads have increased by a much larger per centage than the cost of the roads as above stated, while the reported expenses of operating have increased more than the passenger earnings, but the average receipts per ton per nile have been less this year than the preceding one, especially on the Central road, although the rates of charge have been increased on both roads. The average receipts per ton per mile for the last year were two and one half cents on the Central, while the average the preceding open on the Central, while the average the preceding open on the Central, while the average the preceding open on the Central, while the average the preceding open on the Central, while the average the preceding open on the Central, while the last year yet the east rates, and that the laster road has been performing a mach larger proportion of its business at low rates this year itan formerly.

On comparing the reporte receipts, expenses and business of our three principal freighting roads, it will be seen tisat the passenger business on the Eric road embraces a larger portion than that of the Central of those articles which pay the least rates, and that the laster road has been performing a mach larger proportion of its business at low rates this year itan formerly.

On comparing the reporte receipts, expenses and business of our three

business.

The reports of the present year show an increased expense in operating the roads over that of the preceding year, an examination of the reports of a number of rail oads in New England and elsewhere, shows for the last

Their expense of from wearly we lovely per ceas per anmen.

The increased expense of railroad transportation is
owing in part to the advancing rates of labor and materials, the increased rate of speed, the high rates of interest paid to carry the large froating debts which modern
railway financiers have introduced as a part of their
system, and finally to the extravagant management
which has grown up among the general characteristics
of the times, increased by the apparently highly prosperous condition of the railroads, the facility for borrowing money, the necessity of employing inexperienced
and incompetent officers and workmen in consequence of
the great and sudden demand for this species of labor.

steck and boadholders.

The recommentations which are herein made will, it is believed, meet the present exigencies of the case, so far as the stockholders are concerned, until the experience of State supervision sugast such further guards and checks as may then be found necessary.

The question of the security of railroad bonds having been raised in consequence of the frauds which have been committed, and in some cases by the excessive issue of bonds in proportion to the stock; it has become necessary to give further assurances to foresga capitalists of the security of their investment before they can be persuaded to make further advances.

This must be done by legislation, and the question should be promptly and frausly met by the railroad interests in this country, by asking for such legislation as will most effectually accomplash this object, without inflicting burthens too onerous on the stockholders.

The extablishment by law of a sinking fund for the repayment of the funded debt, placed beyond the control of the corporation, will at once give such security to the bonds of our railroads, as to render then still more favorite sources of foreign investment.

It should also be understood that no bond should be issued until at least one half the probable cost of the work has been actually paid in cash and expended.

Such guarantees would relieve present embarrassment, and secure the prosecution of all of the roads that the immediate necessities of the country require

I would respectfully suggest that a Railroad Commission should be established by law, consisting of the Comptroller, the State Engineer and Surveyor, and a person to be elected by a vote of the stock and bondholders of the different railroad corporations in this State.

holders of the different railroad corporations in the State.

That the accounts of the corporations should be open to the inspection of this Commission, and that they should be required to examine into the financial coacition annually, and at any other time when complaints of fraud, properly authenticated, are laid before them.

That no road should be opened for public travel until a certificate has been obtained from the Commission that it has been examined by them, and has been properly constructed and equipped, and that the necessary regulations have been established to prevent injury to life or property.

lations have been established to prevent along the property.

That the Commission should have the authority to inquire into the causes of all accidents which have injured life or limb, and that they should submit annual reports to the Legislature of all of their proceedings uncer this authority, and side full and ample reports of the financial condition of the several corporations, and of the business operations and receipts and expenses, as now provided by law, with such additional information as they deem necessary to lay before the Legislature or the stockholders.

State Engineer and Surveyor.

## TO THE BRITOR OF THE HERALD.

issue of to-day, signed "Laicus," reflecting on the commissioners for acquiring the ground for the new reservoir, for their unnecessary delay in transacting the business; and as I happen to be a personal friend of one

nature of a commission such as the above, and that the voice of one of the members comprising it has no effect in furthering the objects of the commission, ualess he seconded in his efforts by one or more of the others, and have a majority of the board. Had Mr. Tureure the sole conduct of the business, I guarantee it would have been concluded ere this, and it has been a source of extreme annoyance and mortification to him that it has been delayed so long.

Mr. Turnure is a man who is independent of such employment as this, and would not have accepted it had he been aware at the outset it would have consumed so much time: but being a man of leisure, and thoroughly competent to perform the service, he accepted it, and has devoted his whole time to it from the beginning. January 21, 1855.

Theatres and Exhibitions.

BROADWAY THRAYER—The grand fairy and operatic spectacle of "Gunderella" will be performed again this evening. The new farce of "Bona Fide Travellers" will conclude the amusements. Mr. Davidge, Mr. Seymour, and Miss J. Gougenheim play the leading characters.

BOWERY THRAYER.—The benefit of the assistant treasurer, Mr. Miles, will come off to night. Five pieces will be performed on the occasion, namely, "Sixteen String Jack," "Kiss in the Dark," "Paddy Miles' Boy," "No," and "El Hyder."

BURKIN'S THRAYER.—Morris Barnett's new American connety of "Our Set?" the easted which substanting accounter the substanting of the property of the assistant for the accounter of "Our Set?" the easted which substanting the advanced of "Our Set?" the easted which substanting the advanced of "Our Set?" the easted which substanting the advanced of "Our Set?" the easted which substanting the advanced of "Our Set?" the easted which substanting the advanced of the advanced of the property of the advanced of the advanced of the advanced of the advanced of the substanting the advanced of the advanced of

will be performed on the occasion, namely, "Sixteen String Jack," "Kis, in the Dark," "Paddy Miles' Boy," "No," and "El Hyder."

BURTON'S THEATRE—Morris Barnett's new American comedy of "Our Set," the cast of which embraces the name of Mesars. Burton, Jordan, Johnston, Miss Raymoni and Mrs. Hughes, will be played this evening, "elid Adam" will also be performed.

WALLACK'S THEATRE—Mr. Brougham's adaptation of Bulwer's "Night and Morning" is aunounced for this evening, together with the favorite farce of "A Lady and Gentleman in a Peculiarly Perplexing Predicament," in which Mr. F. A. Vincent plays the chief part.

METROPOLITEM THEATRE—The new play, entitled the "Virgin of the Sun," with Mr. Eddy as Rolls, will be played again to night. "The Corsican Brothers" will terminate the amusements.

AMERICAN MUSEUR.—The afternoon and evening performances consist of the domestic drama of "Michael Erle" and the comedy of "The Young Widow."

WOOD'S MINSTRIES.—A good Ethiopian performance, with the "Mammy," will be given to-night.

BURKERS' SERENADERS.—"Lacy of Laumermoor," with new scenery, decorations, and a powerful cast, is the grand feature of attraction here.

DONALDSON'S O'REM HOUSE.—An attractive programme is announced for this evening.

Paul Julien's farewell concert will take place on Saturday evening next, previous to his departure for the south.

torday evening next, previous to his departure for the south.

Destructive Fire in Charleston, S. C.—About half past 12 o'clock this morning, the wheelwright shop on the south side of Chaimers street, midway between Church and State streets, occupied by C. C. Thomas, was cliscovered to be on dre, and owing to the combustible character of the building and its contents, was scon enveloped in flames. It soon extended to a stable in the rear of a three story brick dwelling house to the west, o'scupied by Charles Farley, who was compelled to remove his furniture, but the house was little injured. These buildings belonged to Mr. Morehead. The rear of the extensive livery stables fronting on Chalmers street, and owned by Col. George H. Brown, next took fire, and rapidly burned its entire length, and with it was consumed about three hundred bales of hay, belonging to Mr. King. Here, by the energetic efforts of the freemen, the progress of the flames was arrested in this direction. On Chalmers street, next east to the building, was a blacksmith shop, also belonging to Mr. Mirebead, which was rapidly consumed. The large three story livery stable and storehouse next eastward, belonging to Col. Geo. H. Brown, next took fire, and was entirely consumed, together with a quantity of hay owned by Mr. Riley. The fire next seried a large two story frame house, owned by Mr. P. McGriede, which was entirely destroyed. The fire here crossed to the north ride of Chalmers street, and consumed a two story and a half frame building owned by Mr. Ryan, and a blacksmith shop owned by Mr. Twing. A number of back buildings belonging to houses fronting on Broad street and State street, were also consumed. We regret to state that, by the falling of the brick wall of Col. Erown's buildings belonging to houses fronting on Broad street and State street, were also consumed. We regret to state that, by the falling of the brick wall of Col. Erown's buildings belonging to houses fronting on Broad street and State street, were also consumed. We regret

The Debate in the Spanish Corres on Cuba.

An important discussion took place in the session of
the late Spanish constituent Cortes of the 18th of December last. Don Luis de Mariategul, an influential and wealthy capitalist, representative of San Se made an inquiry of the government on the subject of the relations between the court of Spain and our relations between the court of Spain and our own gov-ernment. The Minister of State answered in a short speech, of which the substance is that the Spanish government would never consent to the sale of Caba, con sidering it as a sale of the national honor. The debat was closed by the unanimous adoption of the proposition of Mr. Olozaga, who moved that the representatives had

of State.

As this is the first time so important a question has been treated in the Spanish Cortes, we deem it interesting to translate for our readers the speech of Mr. Mariatequi.—

Mr. Manarmoul.—The great importance of the subject which I now offer to your consideration could alone induce me to occupy the attention of this assembly, so intently engaged in other important decausions. I do not know but my imagination exaggerates the magnitude of this question, and I must confess I long hesitated before taking up the matter. Seeing that one day after another elapsed and none of the representatives reminded us of the interesting questions which have arisen in reference to our maritims dominions—lominions whose loss would cause us to descend in the scale of nations; seeing, also, that the subject of our diplomatic relations with the government of Washington lay as if entirely forgotiun, I have decided to call your attion to these points. I shall be, gentlemen, extremely play the synthesis of the country; but if there are inconveniences in such discussions, they have at the same time great advantages; and, in my opinion, the latter are, as to the present subject, far more considerable than the former. If I am mistaken, my respectable friend, the Minister of State, may confine himself within the limits of a diplomatic reserve. I hops, nevertheless, that he will be willing to give such as surances as are sufficient to allay the anxiety of the commercial interests both in Europe and America.

Although the majority of the representatives in this assembly are now beginning their political career, they are all, I feel sure of it, conversant with the state of our colonial politics, and know what are the dangers that threaten our maritime possessions, especially the island of Cuba. Those dangers come not from the discontent of the Cuban population, though we must agree that they have a right to ask for some political as well as a dimistrative and elements of the such as a surrance as being the cause of the existence of

cotemporary history of the United States. During the financial troubles prevailing in that republic is 1842, the government of the country, in order to angment its revenues, caused an augmentation in the duties on articles of histories for the country.

cotemporary history of the United States. During the financial troubles prevailing in that republic in 1842, the government of the country, in order to augment its revenues, caused an augmentation in the duties on articles of importation to be made; and such was the speed with which a committee on the matter was appointed, and the vote passed in Congress, that the morchasts of Cubs, Porto Reco and the Philippine Islands experienced considerable leases.

Now, gentlemen, I will say a few words concerning some statements which I have read in foreign newspapers, but of whose exactness I have nowhere found a proof.

It is stated the American government, in adopting the course they have increasantly pursued since the beginning of this affair, had only in view the acquisition of Cubs, unwilling to lose the opportunity of the two governments of France and England being engaged in a gigantic strugglis which would render them unable to render any assistance to us. It was agreed that the American government should send an energetic note to Madrid, stating that, owing to certain political and goographical considerations, the possession of Cubs had become necessary to the security of that republic, and their duty made it necessary for them to propose to us a friendly transfer of our right of suvereignity over Cab, or to sak such guaranties as to prevent in fature the renewal of these disagreeable differences.

Perhaps those rumors are not known by some of the representatives, and I must add that if they are true, the eagerness of the annexation party in the United States will not be less disappointed in these new attempts than it has been already in the failure of the filibustering expeditions.

In respect to the intervention of foreign governments in this question, I must acknowledge with pleasure the position assumed by the Emperor of the French when, last spring, he sent one of his admirals to co-operate with our own naval forces in repelling any attacks upon Cubs, though I know perfectly well that we were then far from

ministry of the court of San Luis.

THE JAPANESE PRESENTS.—We understand that sundry packages of the presents sent to the President by the Emperor of Japan in return for those forwarded from hence by the hands of Commodore Porry, have reached Washington, with them being sundry packages of presents for officers of the expedition, which, under the law, must be deposited, at least temporarily, in the State Department—that is, until Congress may give them leave to accept them. The contents of the packages are said to be silks, swords, writing tables, delicate and fragile ornaments, vases, bowle of glass and other materials, umbrellas, mats, bells, jars, cabinets, flower box, lances Japan matting, stone from Japan, atone from Loo Choo, agricultural implements, Japan shine (marked from Sin ida) hermetrically sealed, samples of sugar cane, seven dogs, two birds, seed wheat from the Cape of Good Hope, &c. We hear that the dogs are of a hreed which none but the aristocracy of the empire keep, as they are very costly. In the time of Charles il, a similar imperial present of dogs was sent to flome by the Emperor of Japan, from which the celebrated European breed of King Charles spaniels sprang Those sent te the President by Commodore Perry are much like the King Charles breed of the present day, though considerably larger.—Weikington Schönel, Jan. 24.

Mr. Wilson, as will be seen by a telegraph despatch ten, has received the vote of the Mass House of Representatives for United States Scuater He having been addressed in regard to certain extract from speeches which he made in the Constitutional Convention, and which have been freely copied in a

HON. ROBERT B. HALL.
SIR—Your note of the 18th inst. is before me, and I very cheerfully answer your inquiries concerning my views upon the questions involved in the American

while I am ready frankly to avow my sentiments and opinions to all men, I am constrained to declare that I pen this letter to you with no little reluctance. I am conscious that letters written by a candidate pending his election always subject him to misrepresentat on, and to the suspicion of insincerity in the opinions he arows.

in election always subject him to misrepresentat on, and to the suspicion of insincerity in the opinions he arows.

As you suggest, the reference in my speech in the constitutional Convention to the organization of military companies composed of men of foreign birth, was made simply as an illustration. Idd not then approve, it do not now approve, and I never can approve, of the organization of military companies composed of men of foreign birth.

As to the allusions in my speeches to the distinctions on account of color or race, f have to say that if I clearly comprehend the ideas and principles of the American movement, it does not ignore or deuy the sublime creed that "all men are created equal"—the great central dea upen which our American institutions are based; and still more, if I clearly comprehend its genius and pirit, its aims and purposes, it does not propose to withdraw from mon born in other lands the protection of just and equal laws.

Summoned into action by the evils and abuses which have grown out of the annual immigration into American of hundreds of thousands of men rearred under the influences of social, religious and political institutions differing from, or antagonistic to our own, the American movement proposes to correct these evils and abuses by wise and humane legislation to protect ourselves from the organized system in the Old World which subjects us to the support of foreign paupers and the depredations of all nerminals; to thoroughly revise the naturalization laws; to destroy that political element of foreign influence heretolore so potent in public affairs, to counteract the insidious and malight tendencies of that sectarian power that instinctively synapathies with oppression in the Old World and in the New, and to place the government of American in the names of American sectarion of the anterior institutions. Guided in its action by love to all men and influence heretolors to freedom are identified with the apprenacy of the ideas which underlie this popular movement cannot fail

At a regular annual session of the State Council, being one representative from each subordinate Council of said order, held at Harrisburg, on Wednesday, January 17th,

order, held at Harrisburg, on wednesday, January 1144, 1855, the following preamble and resolutions were unaufmously adopted:—

Whereas, the leading objects of this order are, to protect the rights, elevate the character, and secure the happiness of American mechanics and workingmen; and feeling the necessity of prompt action by the people's legislators in favor of decisive measures calculated to shield American laborers against foreign combinations in our midst, and also against the importation of crimnals and paupers, it is hereby

Recolved, That this State Council, respectfully but earnestly petitions Congress for the speedy passage of a law, levying such a capitation fax upon foreigners landing on our sbores as may be necessary to prevent the importation of criminals and paupers in future.

Recolved, That our State Legislature is respectfully but carnestly petitioned for the passage of a law preventing fresh arrivals of foreign paupers and criminals from entering the territory of Pennsylvania.

Resolved, That these proceedings be signed by the officers and published in all newspapers friendly to the cause of American mechanics and workingmen, and copies forwarded to the President of the United States and Fennsylvania members of Congress, and also to the Governor of Pennsylvania members of Congress, and also to the Governor of Pennsylvania members of Congress, and also to the Governor of Pennsylvania members of Congress, and also to the Governor of Pennsylvania, and each member of our general State Assembly.

E. H. RAUCH, State Councillor, Bethlehem, Pa. GEO, S. BALL, S. C. Secretary, Lancaster City, Pa.

KNOW NOTHING MEETING IN MISSISSIPPI. A meeting of the citizens of Noxubee county, Mississippi, was held on the 6th inst., ostensibly for the purpose of expressing sentiments favorable to the course of Hon. Stephen Adams in the United States Senate, and to

approve of that gentleman's bill in relation to the naturalization laws. A series of resolutions were passed, among which were the following:—
Resolved, That we, citizens of Noxubee county, irrespective of old party divisions do hereby approve of and fully endorse the course of Mr. Adams in the United States Senate on the subject of the naturalization laws. Resolved, That the great increase of icroign population admonishes us that we should adopt the language of the Father of our Country, and "put none but Amoricans on guard;" and, therefore, we condemn the policy that causes us to be represented at Madrid by a Frenchmen, at Lisbon by an Irishman, at the Hague by a German Jew, and at Naples by an Englishman.

States Senate, by the Iowa Legislature, is, according to

the account given by the Chicago Journal, an absolute fraud. By this statement we learn that, on the 10th postpone further balloting for that office, and to proceed to the election of Supreme Court Judges. Hou. G. G.

postpone further balloting for that office, and to proceed to the election of Supreme Court Judges. Hon. G. G. Wright was ceclared elected Chief Judge, and Hon. W. G. Woodward first associate, and then the convention of the two houses adjourned.

On returning to their own chamber, the Senate adjourned for the day. At this moment a committee of the House appeared and informed the Senate that the House was again ready to meet the Senate in convention. The fusionist Senators compiled with the invitation, and went into the chamber where that body was sitting, and Mr. Harlan was declared on the first ballot to be elected United States Senator.

It is probable that the election will be set aside, as on the 16th the lowa Senate passed the following preamble and resolutions by a vote of 17 to 14:—

Whereas, it is reported that the journal of the House of Representatives, as read this morning in the presence of the House, alleges that a joint convention of the General Assembly of this State was held in the hall of the House on Saturday, the 6th inst; and whereas it is alleged in said journal that the said joint convention proceeded to elect one Norman W. Isbell as an associate Judge of the Supreme Court of this State, and one James Harlan as Senator of the United States for the term of six years from the 4th day of March next; therefore, Resolved, That a copy of this preamble and resolution, signed by the President and certified to by the Secretary of the Senate, be presented to the Governor of the State, and also a copy forwarded to the Frender and estate, and also a copy forwarded to the presiding officer of the Senate of the United States, with a request to lay the same before that body.

The Albany Journal tells the story in its own way; but leaves the facts substantially as they are recorded above.

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The Albany Journal tells the story in its own way; but leaves the facts substantially as they are recorded above. It says:

Previous to Friday, the 5th inst, both houses had resolved to meet in joint convention on that day, to elect a United States Senator and five Judges. Soon after assembling on the 5th, the Senate sent a committee to the House to inform that body that the Senate was ready to meet it in convention for the purposes named. The House immediately informed the Senate of its readiness to receive that body in the Assembly chamber. At 10 o'clock the joint convention was organized; and, after several ballotings for Senator, without a result, the convention adjourned to meet again at 2 o'clock Pt. M.

At 2 o'clock, the Senators were again formally received by the House, had several unsuccessful ballotings for Senator, and also for Judges, and the Convention adjourned to meet again at 10 o'clock next morning—Saturday, the 6th.

On the oth, each House met in its own chamber. In the Senate, immediately after the reading of the journal, a motion to adjourn was carried, 16 to 15.

On the same morning the House met at 9 o'clock; and soon after ten a committee was appointed to inform the Senate that the House was ready to go into joint convention. When the committee reached the Senate that bedy had just adjourned.

The minority of the Senate, however, proceeded to the Assembly Chamber to meet in Convention, according to the adjournment of the previous evening—the President of the Senate (who is, also, ex officio President of the joint meeting of the two houses) having the day before decided that it was engirely competent for the joint convention to adjourne from day to day. He, however, did not appear at this adjourned meeting, and the Speaker of the House presided until a President protem, and the speaker of the House presided until a President protem, and the speaker of the House presided until a President protem, and the subject of the Senate, the president of the Senate, the president of the House, Huther

The Lafayette Journal thinks the election of a U. S. Senator by the Legislature of Indiana a matter of great

to come, and it may be postponed in efinitely. It adds: "The contest is narrowed down to two aspirants, Orth, of this city, and Marshall, of Madison; with the present

The defeated candidates at the recent municipal elec-tion in Atalanta, Ga., have written a letter to the suc-cessful ones, stating that they are prepared to prove that their election was obtained by the introduction of fraudulent and foreign votes, and recommending the officers elect to consent to a new trial, which the latter very politely decline, preferring rather to hold on that to trust their fortunes again in the canvass. The Enco-Nothings will consequently be compelled to wait another very.

to trust their fortunes again in the canvass. The Enory Nothings will consequently be compelled to wait another year.

Startling Exposure of Mormonism — Letter from one of President Young's Wives. We take the following letter from the Boston Emes, which states that it came to them from a responsible source. The ladies mentioned have been the victims of Mormonism, and are prepared to expose the mysteries of the creed in a light which will doubtless startle the entire community:— CHICAGO, Tuesday, Jan. 16, 1855.

Allow me to trouble you with these few lines, which I wish you to insert in your Daily Times. My object in his.—I have been for the last ten years a firm believen in the doctrine of the Latter Day Saints, or sather, Mormonism. My parents became followers of the celebrated Joe Smith in an early day, and emigrated to Nauvoo. After the death of Smith and his brother we were driven rom thence. The society split; there were two who wheld to take their leader's place, and stand at the head of the church, but could not agree; therefore they separated. Col. White and his followers, that is, such as believed in him, went to Texas, and are living in peace and prosperity. Col. White is a worthy man compared with our great, or rather notorious. Brigham Young, notwithstanding he has been for the last three years my lawful husband, that is, according to their own laws and rules. But for the last twelve months I have seen enough to statify me; for what I don't know about Mormonism is not worth knowing. They have seeret plois and objects that they mean to accomplish. They censure the government for not protecting them in all their hellish works. For all this they mean to have satisfaction. My object in writing this is to warn my female triends to beware of the false prophets who are daily seat out from the Great Salt Lake City to deceive the people. It is my intention to travel through the United States, and visit all the principal cities, and lecture on this great and important subject, to caution all young people who

News from Texas.

[From the New Orleans Picayune, Jan. 16.]

The steamship Mexico, Capt. J. Y. Lawiess, arrived from Iodianola and Galvesten this morniog, bringing dates thence to the 14th inst.

The following items are from the Galveston Times of the 14th inst.—

A memorial to Congress, praying for the formation of a new federal district in this State, is now circulating at Austin. It is proposed, says the Austin Times, that the district embrace "all that portion of the State that, under the present organization, prosecute their suitt in the United States Courts at Tyler and Austin; while the old district will be composed of all the counties in the lower portion of the State that now bring their suits in the federal court at Galveston and Brownsyille." The names of Stephen A. Douglas, of Illinois, for President, and Thomas J. Rusk, of Texas, for Vice President, in 1856, appear at the head of the San Astonio Texan.

The Prayie Blade, we learn from the Austin Gazette, has the name of James H. Raymond at the head of its columns as a candinate for Governor.

At a meeting of the friends of temperance, held in Austin recently, the Gazette says, "strong resolutions in favor of a prohibitory liquor law were adopted."

The Galveston News of the 13th has the following items.—

It has been understood that Col. Yoakum, of Hunts-

Texas, the first volume of which is and to be in pronon.

The San Antonio Ledger contradicts the statement made by the Texan, that the Know Nothings carried the late city election. It says that both candidates for Mayor were opposed to the Know Nothings, and that three fourths of the voters of San Antonio are foreigners or Catholiss.

The Ledger issues an extra—the regular issue being suspended for want of paper.

The Western Texan has changed its title to San Antonio Texan, and presents a very handsome appearance in new type.

type.

The News publishes a communication from C. G. Forshey, giving estimates of the expense of constructing the recessary levee for Galveston. They set it down at \$50,000.

150,000.

The Lockhart Western Clarion, of the 6th inst., says:—
Since the sket and snow storm the weather was delightful, until about ten o'clock last Wednesday, when we had a severe norther.

The bealth of the country is uninterrupted.
Immigrants are still flocking in, and the continued demand for corn has raised the price of that article from fifty to seventy five cents per bushel. Fork is also higher. There is plenty, however, to supply the demand.

inst. published the subjoined items, gleaned from the communication alluded to:—
Ther are no revolutionary movements now on foot in Mexico.
The store of Mr. Hedrick, of Rio Grande city, was entered at right, about the 15th of December, and robbed of one thousand dollars in goods, which were carried into Mexico—the thieves were, of course, of that nation.
Sam Stewart, the sheriff of Star county, went to serve a writ on Charles Gallagher, for a violution of the license law; Gallagher drew a Derringer on Stewart. "The Sheriff saw that and went five better"—he fired at Gallagher with a sixeheoter, and struck him in the abdomen. The wound, it is supposed, will prove mortal.

The Brownsville Flag, of the 23d ult., says the county court of Cameron county has been quite active under its new organization. School districts have been organized for the establishment of public schools, under the recentile was an overseers have been appointed, who are actively laboring for the construction of good roads in the different portions of the county.

The Flag says that many of the innurgents there are taking advantage of the pardon offered to them by Santa Anna, and are returning to their homes.

The same paper has the following item:—
This year the experiment of sugar making in the Rio Grande Valley will have been fully and fairly tested. Mr. John Young, one of our enterprising merchants and citizens, among other praiseworthy experiments, hastested the practicability of the production of sugar, and the result, as we are credibly assured, will be fifty hogsheads of sugar, besides the usual amount of molasses and a large quantity of preloncies, an articles of brownloaf sugar, peculiar to the Mexican market. Mr. Younghas also a magnificent flock of sheep, which we are assured are thriving as well as they could in any country under the sun.

Corn and cotton, with peas, beans, potatoes, melons, pumpkins, and all that class of products, with every variety of kitchen vegetables, have long since been proved to be particularly fitted to o

Key West Salt. A correspondent of the Savannah Republican, writing

rom Key West, says :-

A correspondent of the Savannah Republicas, writing from Key West, says:—

The season has been, on the whole, a successful one for sait; yet it would appear that this has been caused more by the improvements put upon the works, than from the superior dryness of the past spring or summer. The amount of rain through the whole year has seen full ten inches more than the average for the past twenty years, and every month of the sait season, (from Februsry to August inclusive,) except March and May, had much above that average of rain in each in June and August there was couble the average quantity.

This shows conclusively that sait can be made profitably on the islands is to be found in the great area of the evaporating reservoirs, which are so arranged that the "pickle" is driven from one to another, for the (islance of more than five miles, before it arrives at the one from whence it is pumped into the "crystalizing pans," and by which time it is usually up to the strength of saturation. The superior purity of the sait made here is, too, in a great measure, owing to the distance that the "pickle" flows slowly before it is pumped into the pans for crystalization. It begins to deposit lime in large quantities after it is up to the strength of six degrees, Raume's hydrometer, and so continues to do, especially where it moves slowly, till it gets to the strength of eighteen or twenty degrees. Weaker pickle than this last is never pumped into the crystalizing pans, which accounts for the purity of Key West sait.

The proprietor was informed by our Senator, the Hon. Mr. Mallory, that the assayer in the employ of the government found this sait four per cent purer than the best imported.

There was a rapid sale of the whole crop of the island, at the highest rates for packing sait, while the supply lasted. The crop of the past season amounted to maar 70,000 bushels, all of which is disposed of except some 3,000 to 4,000 bushels retained by the proprietor for finaremen, and to give bushel, delivered alongside vessels in